CLAIM AMENDMENTS

Amended claims: 1-9, and 11-14, canceled claim 10, added new claims 15-35.

1 (Currently Amended) A process for operating a compression ignition internal combustion engine in combination with a catalytic partial oxidation reformer ~~and, optionally, an exhaust gas aftertreater~~, wherein:
(a) a mixture of a first fuel and air, wherein the first fuel comprises Fischer-Tropsch derived fuel, is introduced in the combustion chamber of the engine;
(b) exhaust gas is discharged from the engine ~~and optionally partly recirculated to the combustion chamber of the engine~~;
(c) a second fuel and oxygen and/or steam are supplied to the catalytic partial oxidation reformer to produce synthesis gas, wherein the second fuel comprises Fischer-Tropsch derived fuel; and
(d) at least part of the synthesis gas is supplied to~~:~~
~~(i) the exhaust gas aftertreater;~~
~~(ii)~~ the combustion chamber of the engine~~; or to both~~

2 (Currently Amended) The ~~A~~ process according to claim 1, wherein the first fuel and the second fuel are the same fuel.

3 (Currently Amended) The ~~A~~ process according to claim 1 ~~or 2~~, wherein the first fuel and the second fuel comprise at least 10% (v/v) Fischer-Tropsch derived fuel~~, preferably at least 50% (v/v), more preferably at least 80% (v/v), even more preferably consist of Fischer-Tropsch derived fuel~~.

4 (Currently Amended) The ~~A~~ process according to claim 1, ~~any one of the preceding claims,~~ wherein the Fischer-Tropsch derived fuel is a gasoil.

5 (Currently Amended) The ~~A~~ process according to claim 1, ~~any one of the preceding claims, which is~~ wherein the process comprises a process for operating a compression ignition internal combustion engine in combination with a catalytic

partial oxidation reformer and a NO_X abatement system as exhaust gas aftertreater, wherein ~~the non-recirculated~~ a part of the exhaust gas and at least part of the synthesis gas are supplied to the NO_X abatement system.

6. (Currently Amended) The ~~A~~ process according to claim 5, wherein the NO_X abatement system comprises a NO_X trap comprising a NO_X reducing catalyst and a NO_X sorbent.

7. (Currently Amended) The ~~A~~ process according to claim 6, wherein ~~the non-recirculated~~ a part of the exhaust gas is continuously supplied to the NO_X trap and the synthesis gas is intermittently supplied to the NO_X trap.

8. (Currently Amended) The ~~A~~ process according to claim 6, wherein the NO_X abatement system comprises two NO_X traps and wherein each trap is alternately supplied with ~~the non-recirculated~~ a part of the exhaust gas and the synthesis gas such that one trap is supplied with the exhaust gas and the other trap with the synthesis gas.

9. (Currently Amended) The ~~A~~ process according to claim 5, wherein the NO_X abatement system comprises a NO_X reducing catalyst without a NO_X sorbent and ~~the non-recirculated~~ a part of the exhaust gas and the synthesis gas are simultaneously and continuously supplied to the NO_X reducing catalyst.

10. (Canceled)

11. (Currently Amended) The ~~A~~ process according to claim 1, ~~any one of the preceding claims,~~ wherein at least part of the exhaust gas is recirculated to the combustion chamber of the engine.

12. (Currently Amended) The ~~A~~ process according to claim 1, ~~10,~~ wherein the amount of synthesis gas supplied to the combustion chamber of the engine is such that the volumetric ratio of 'synthesis gas'-to-'first fuel' supplied to the combustion chamber is at most 25%, ~~preferably at most 20%~~.

13. (Currently Amended) The ~~A~~ process according to claim ~~10 and~~ 11, wherein the amount of synthesis gas supplied to the combustion chamber and the amount of exhaust gas recirculated to the combustion chamber is such that the volumetric ratio of 'combined synthesis gas plus exhaust gas' to 'first fuel' supplied to the combustion chamber is at most 25%.

14. (Currently Amended) The ~~A~~ process according to claim 1, ~~any one of the preceding claims,~~ wherein part of the synthesis gas is supplied to a fuel cell to generate electricity~~, preferably a solid oxide fuel cell~~.

15. (New) The process according to claim 1, further comprising an exhaust gas aftertreater and wherein at least part of the synthesis gas is supplied to the exhaust gas aftertreater.

16. (New) The process according to claim 1, wherein the first fuel and the second fuel comprise at least 50% (v/v) Fischer-Tropsch derived fuel.

17. (New) The process according to claim 1, wherein the first fuel and the second fuel comprise at least 80% (v/v) Fischer-Tropsch derived fuel.

18. (New) The process according to claim 1, wherein the amount of synthesis gas supplied to the combustion chamber of the engine is such that the volumetric ratio of 'synthesis gas'-to-'first fuel' supplied to the combustion chamber is at most 20%.

19. (New) A process for operating a compression ignition internal combustion engine in combination with a catalytic partial oxidation reformer and an exhaust gas aftertreater, wherein:
(a) a mixture of a first fuel and air, wherein the first fuel comprises Fischer-Tropsch derived fuel, is introduced in the combustion chamber of the engine;
(b) exhaust gas is discharged from the engine;
(c) a second fuel and oxygen and/or steam are supplied to the catalytic partial oxidation reformer to produce synthesis gas, wherein the second fuel comprises Fischer-Tropsch derived fuel; and
(d) at least part of the synthesis gas is supplied to the exhaust gas aftertreater.

20. (New) The process according to claim 19, wherein at least part of the synthesis gas is supplied to the combustion chamber of the engine.

21. (New) The process according to claim 19, wherein the first fuel and the second fuel are the same fuel.

22. (New) The process according to claim 19, wherein the first fuel and the second fuel comprise at least 10% (v/v) Fischer-Tropsch derived fuel.

23. (New) The process according to claim 19, wherein the Fischer-Tropsch derived fuel is a gasoil.

24. (New) The process according to claim 19, wherein the exhaust gas aftertreater comprises a NO_X abatement system, wherein a part of the exhaust gas and at least part of the synthesis gas are supplied to the NO_X abatement system.

25. (New) The process according to claim 24, wherein the NO_X abatement system comprises a NO_X trap comprising a NO_X reducing catalyst and a NO_X sorbent.

26. (New) The process according to claim 25, wherein a part of the exhaust gas is continuously supplied to the NO_X trap and the synthesis gas is intermittently supplied to the NO_X trap.

27. (New) The process according to claim 25, wherein the NO_X abatement system comprises two NO_X traps and wherein each trap is alternately supplied with a part of the exhaust gas and the synthesis gas such that one trap is supplied with the exhaust gas and the other trap with the synthesis gas.

28. (New) The process according to claim 24, wherein the NO_X abatement system comprises a NO_X reducing catalyst without a NO_X sorbent and a part of the exhaust gas and the synthesis gas are simultaneously and continuously supplied to the NO_X reducing catalyst.

29. (New) The process according to claim 19, wherein at least part of the exhaust gas is recirculated to the combustion chamber of the engine.

30. (New) The process according to claim 19, wherein the amount of synthesis gas supplied to the combustion chamber of the engine is such that the volumetric ratio of 'synthesis gas'-to-'first fuel' supplied to the combustion chamber is at most 25%.

31. (New) The process according to claim 29, wherein the amount of synthesis gas supplied to the combustion chamber and the amount of exhaust gas recirculated to the combustion chamber is such that the volumetric ratio of 'combined synthesis gas plus exhaust gas' to 'first fuel' supplied to the combustion chamber is at most 25%.

32. (New) The process according to claim 19, wherein part of the synthesis gas is supplied to a fuel cell to generate electricity.

33. (New) The process according to claim 19, wherein the first fuel and the second fuel comprise at least 50% (v/v) Fischer-Tropsch derived fuel.

34. (New) The process according to claim 19, wherein the first fuel and the second fuel comprise at least 80% (v/v) Fischer-Tropsch derived fuel.

35. (New) The process according to claim 19, wherein the amount of synthesis gas supplied to the combustion chamber of the engine is such that the volumetric ratio of 'synthesis gas'-to-'first fuel' supplied to the combustion chamber is at most 20%.